



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

tion of public utilities; depreciation, valuation, and engineering data necessary in determining questions of regulation and valuation of such utilities; and finally a chapter of valuable reference data, mostly engineering, and an extended selected bibliography,—engineering, economic, and legal, including such contributions as the valuable paper before the American Society of Civil Engineers (Transactions, Vol. 72, p. 1), by Professor Henry Earl Riggs, of the Engineering Department of the University of Michigan. The work contains numerous cuts and tables, illustrating especially the effects of various kinds of depreciation, and the engineering and economic problems involved in the construction and operation of public works.

The law to be found in the book is too meager to be of any particular value to a lawyer, but the engineering information he can understand and needs, and this covers the greater part of the work. If any criticism is to be made, it might be urged that the legal side of the question is rather briefly treated even for the engineer, but it is certainly a valuable reference hand-book from his point of view, and, in any case, he will have to rely largely upon the lawyer for legal matters, just as the lawyer must rely upon the expert engineer for engineering knowledge.

The book is printed on very thin paper, and is well bound in leather, so that it is in convenient form for use as a hand or pocket book. E. C. G.

BOOTH ON STREET RAILWAYS, Second Edition, by Isaac C. Sutton and Paul H. Denniston, of the Philadelphia Bar. Philadelphia: T. & J. W. Johnson Co., 1911. pp. cxi, 922.

If to the writer of olden time it seemed that to the making of books there was no end, we may add at the present time that to the size of law books there seems to be no end. When Story wrote his classical work on Bailments and Carriers, the first on the subject, he gave a small portion of the closing part of the book to carriers. Even the early editions of the next classic, Hutchinson on Carriers, were all one volume editions, but it has now stretched out to three volumes. Meantime, more than twenty years ago, Mr. Booth regarded the subject of street railway law as important enough to justify separate treatment. The present work is a second edition, and although it has extended from the 749, xvii, pages of the first edition, to the 922, cxi, pages of the present, the editors are to be commended for their restraint in keeping the work within a single volume. The additional matter is due in part to a very large increase in the notes and citations of cases (The first edition cited about 1,400 and the second cites something like 2,500), but there is also a considerable expansion of the text, and a whole new chapter in addition on interurban railways, a subject which had hardly made its appearance at all when the first edition was printed.

Many of the changes in the text illustrate how the mechanics of street railways as well as the law, have been developing in the last twenty years. For example, in the first edition, the street railway is defined as one in which "cars are propelled by animal or other power." The second edition has this,—one in which "cars are propelled by electrical or other power." In the first

edition under, "Who May Acquire the Right," the right is usually conferred on corporations, but often on natural persons. Under the same title in the second, it is said that the right is usually conferred upon corporations, but often upon natural persons, or upon municipal corporations. Changes are especially noticeable in such parts of the work as chapter six, "Electric Street Railways." At the time of the first edition electricity was so promising as to "render it highly probable that it will soon be the most common motive power in use." Railways of this class are still upon the threshold of the prolonged litigation through which every new use of the public thoroughfares must pass. In the new edition, electricity is so efficient "as to make it the most common motive power in use" and "railways of this class were long engaged in protracted litigation through which every new use of the public thoroughfares must pass....the law has now largely been settled both by statute and decision."

The first edition was long the standard work on the special subject of street railways. The new edition has retained the desirable features and the excellencies of the old and has brought the work down to the present. While the book no longer has the field to itself, it will no doubt, in this new form, retain its position as an important reference text on the law of street railways, embracing as it does a treatment of urban, suburban and interurban, surface, subsurface and elevated railways, whether operated by animal power, electricity, cable, or steam motor.

E. C. G.

HANDBOOK ON THE LAW OF JUDICIAL PRECEDENTS OR THE SCIENCE OF CASE LAW.

By Henry Campbell Black, St. Paul: West Publishing Company, 1912.
pp. xv 768.

In view of the present widespread interest in the general question of the efficiency of the courts, and in view of the further fact that there is a disposition, manifest in some quarters at least, to attribute the claimed lack of efficiency to the conservatism of both bench and bar, their unwillingness to adjust themselves to what may be called the "changing order," the publication of Mr. Black's book is timely.

The task the author set for himself was "to write a real and complete treatise on the science of case law at once theoretical and practical." One may not be entirely clear as to the author's idea of a "real" treatise as distinguished from some other sort of treatise, but our admiration is compelled for the courage of one who claims "completeness" in this day for his book on any topic of the law.

We are persuaded, however, that our author has come nearer the accomplishment of the appalling task set before him than any predecessor in this general field, and has given to the profession a very useful book.

There are portions of the work, notably some parts involving more particularly the historical and theoretical phases of the general subject, which may have been as well done before.

The discussion of the questions as to the authority of precedents as between the courts of the same and different states, and between the different